must be a means that indicates the station called.

(i) Each connection box must meet at least Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529.

(j) Voice communication cables must run as close to the fore-and-aft centerline of the vessel as practicable.

(l) No cable for voice communication may run through any space at high risk of fire such as machinery rooms and galleys, unless it is technically impracticable to route it otherwise or it must serve circuits within those spaces.

(2) Each cable running through any space at high risk of fire must meet IEC 60331–11 and IEC 60331–21 (both incorporated by reference; see 46 CFR 110.10–1).

(k) If the communications system uses a sound-powered telephone, the following requirements also apply:

(1) Each station except one regulated by paragraph (d) of this section must include a permanently wired handset with a push-to-talk button and a hanger for the handset.

(2) The hanger must be constructed so that it holds the handset away from the bulkhead and so that the motion of the vessel will not dislodge the handset.

(3) Each talking circuit must be electrically independent of each calling circuit.

(4) No short circuit, open circuit, or ground on either side of a calling circuit may affect a talking circuit.

(5) Each circuit must be insulated from ground.

[USCG–2003–16630, 73 FR 65201, Oct. 31, 2008]

Subpart 113.35—Engine Order Telegraph Systems

§ 113.35–1 Definitions.

As used in this subpart:

(a) *Indicator* means an instrument in the engine room to receive and acknowledge engine orders; and

(b) *Transmitter* means an instrument to send engine orders to the engineroom and receive acknowledgement from the engineroom.

§ 113.35–3 General requirements.

(a) Each self-propelled vessel, except as provided in paragraph (d) of this section, must have an electric or mechanical engine order telegraph system from the navigating bridge to the engineroom.

(b) On a vessel with more than one propulsion engine, each engine must have this system.

(c) On a double-ended vessel that has two navigating bridges, this system must be between the engineroom and each navigating bridge.

(d) If a small vessel has no engine order telegraph system between the navigating bridge and the engineroom, the propulsion plant must be controlled entirely from the navigating bridge, with no means of normal engine control from the engineroom.

(e) On vessels equipped with pilothouse control, each local control station in the engineroom must have an indicator if:

(1) Manual operation from the local control station is an alternative means of control; and

(2) The local control station is not immediately adjacent to the engineroom control station; and

(3) Reliable voice communication and calling that meets the requirements of § 113.30–5(h) is not provided.

(f) Engine order telegraph and remote propulsion control systems must be electrically separate and independent, except that a single mechanical operator control device with separate transmitters and connections for each system may be used.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 81–030, 53 FR 17847, May 18, 1988; CGD 94–108, 61 FR 28290, June 4, 1996]

§ 113.35–5 Electric engine order telegraph systems.

(a) Each electric engine order telegraph system must have transmitters and indicators that are electrically connected to each other.

(b) Each engineroom indicator must be capable of acknowledgment of orders.

(c) There must be an audible signal at each instrument. The signal at both locations must sound continuously when the transmitter and the indicator do not show the same order.

(d) Each telegraph instrument must meet the protection requirements of §111.01–9 of this chapter.

(e) Each system must have an alarm which—

(1) Automatically sounds and visually signals a loss of power to the system;

(2) Is on the navigating bridge; and

(3) Has a means to reduce the audible signal from 100 percent to not less than 50 percent.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28290, June 4, 1996]

§ 113.35–7 Electric engine order telegraph systems; operations.

(a) Where two or more transmitters, located on or on top of, or on the wings of, the navigating bridge operate a common indicator in the engineroom, the transmitters must:

(1) Operate in synchronism as required in paragraph (b) of this section; or

(2) Operate under the control of a transmitter transfer control in accordance with paragraph (c) of this section.

(b) All transmitter handles and pointers must operate in synchronism. Where the transmitters are mechanically interlocked to effect synchronous operation, the requirements of §113.35–13 must be met.

(c) Except for a transmitter in an unattended navigating bridge on a double-ended vessel, each transmitter must operate under the control of a transmitter transfer control so that movement of any one transmitter handle automatically connects that transmitter electrically to the engineroom indicator and simultaneously disconnects electrically all other transmitters. The reply pointers of all transmitters must operate in synchronism at all times.

(d) On a double-ended vessel that has two navigating bridges, a manually operated transfer switch which will disconnect the system in the unattended navigating bridge must be provided.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982. Redesignated and amended by CGD 94–108, 61 FR 28290, June 4, 1996]

§ 113.35–9 Mechanical engine order telegraph systems.

(a) Each mechanical engine order telegraph system must consist of transmitters and indicators mechanically connected to each other, as by means of chains and wires.

(b) Each transmitter and each indicator must have an audible signal device to indicate, in the case of an indicator, the receipt of an order, and in the case of a transmitter, the acknowledgment of an order. The audible signal device must not be dependent upon any source of power for operation other than that of the movement of the transmitter or indicator handle.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28290, June 4, 1996]

§ 113.35–13 Mechanical engine order telegraph systems; operation.

If more than one transmitter operates a common indicator in the engineroom, all the transmitters must be mechanically interlocked and operate in synchronism. A failure of the transmission wire or chain at any transmitter must not interrupt or disable any other transmitter.

§ 113.35–15 Mechanical engine order telegraph systems; application.

If a mechanical engine order telegraph system is installed on any vessel to provide the communication required by this subpart, the length of cables or other mechanical limitations must not prevent the efficient operation of the system.

§ 113.35–17 Vessels with navigating bridge control.

Each vessel with navigating bridge throttle control must have a positive mechanical stop on each telegraph transmitter that prevents movement to the ''Navigating Bridge Control'' position without positive action by the operator.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28290, June 4, 1996]